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Approved For Release 2005/06/07 : CIA-RDP80-00809A000500640146-7

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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

COUNTRY Poland

SUBJECT Port of Gdynia

PLACE ACQUIRED  
(BY SOURCE)DATE ACQUIRED  
(BY SOURCE)

DATE (OF INFO.)

25X1A

REPORT NO.

RESPONSIVE TO	
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CD NO.	
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DATE DISTR. 18 OCT 1954

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SOURCE

[ Office of Naval Intelligence (4ND, No 38-S-54) furnished the following information for CIA dissemination in accordance with par 3-c of NSCID#7 ]

1. Informant stated his vessel arrived in Gdynia 26 Dec 53 with a cargo of about 100 tons of rolled cork from Portugal for discharge. The vessel stayed in the port of Gdynia for three days and departed the port for Helsinki without having taken on any other cargo, fuel, or water.
2. The cargo of cork had originally been assigned to the Keil Canal for discharge and the source believed this cargo would have been reassigned from there to Gdynia, but the vessel was rerouted while underway and sent directly to Gdynia for the discharge.
3. The port of Gdynia was approached in a dense fog and because of this fog the vessel strayed from the swept channel. After the Polish pilot was picked up outside of the breakwater he was questioned about straying from the channel and the pilot stated that there were very few, if any, mines left around the harbor so the danger was negligible.
4. There were no entrance nets noticed at the breakwater entrance or in the harbor proper.
5. When the pilot boarded the vessel a searching party also came on board. It consisted of about 12 men, who were believed to be Polish. They made a thorough search of the vessel, even searching the car that the Master had on board for his private transportation. They searched this car very minutely, and then researched it just before the vessel left the harbor.
6. All cameras were impounded during the vessel's stay in port, and there was a guard on the vessel and also a guard at the foot of the gangplank. Both of these guards were armed with guns having fixed bayonets. Shore passes were given to the entire crew, but when a crew member would leave the ship he was required to leave his seaman's papers with the guard, who in turn would give the crew member his pass, and when the crew member would return to the ship, the process was reversed.

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7. The stores in town were mostly government operated. There was a 10% discount on anything bought if it were purchased with US dollars. There seemed to be sufficient merchandise, but it all appeared to be of inferior quality.
8. The vessel had docked at the US Quay in the harbor, and during the stay in the harbor, a lot of vessel traffic was noticed. There were no Naval vessels sighted though, nor were there any harbor defense facilities noticed, with the exception of a few patrol boats about. There were several Soviet ships in the harbor and some Swedish ships - all freighters and cargo ships of various sizes, whose names cannot be remembered.
9. There seemed to be a shortage of longshoremen in the port.
10. There were no wrecks or derelicts noticed either in the harbor approaches or in the harbor proper. All of the docking facilities were in good repair with good capacity for the discharging and loading of cargo. The entire harbor had sufficient depth of water to handle any vessel. The source stated that he had not been too observant, but attributed this partially to the fact that heavy weather and fog had prevailed during the three day stay in port, and also because the trip had taken place over six months previous to interview.

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LIBRARY SUBJECT AND AREA CODES

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